

PATHFINDER PARK WORKING SOUTHWARD

Trail Now Being Blazed
Across State Line Into
Pennsylvania.

BINGHAMTON TO GIVE SPLENDID WELCOME

Munsey Historic Tour to Pass
Through Scenes of Un-
usual Interest.

BINGHAMTON, N. Y., July 2.—After being entertained by some twenty members of the Binghamton Automobile Club, which is taking a great interest in the Munsey Historic Tour, the pathfinders in their E-M-F car left this morning to mark out a path through the southern part of New York into Pennsylvania.

While the pathfinders were in this city arrangements for everything which could assure the comfort of the Munsey tourists when they come to this part of the country next August, were undertaken by the officers of the club. Besides meeting the pathfinding committee yesterday at the hotel, some twenty miles out on the road and bringing them into the city, an escort committee of the club, accompanied the trail blazers for a dozen miles on their journey this morning.

Coming over from Cooperstown, N. Y., the pathfinding party was forced to make a wide detour because some of the State roads were being repaired.

Will Erect Special Signboards.

The Binghamton Automobile Club, through W. G. Faatz, its president; George F. Johnson, its vice president, and S. N. Frechle, its secretary and treasurer, and R. W. Whipple, one of the executive officers, is making arrangements to place signs through the twenty miles of the detour which will be necessary for the tourists to take because of the closing of the State roads.

This particular service is being done especially for the Munsey Historic Tourists, as the State roads will again be open to traffic toward the end of September. R. W. Whipple has also arranged for the best police service when the tourists stop in the town over night, and has been assured that the city authorities will extend unusual courtesies to the visitors.

The new route toward the end of the Susquehanna valley and the significance of this Indian name, which means a "long and crooked river," was plainly demonstrated to the tourists. From time to time the pathfinding party passed through Onondaga and picked up the old Indian trail which led to the Wyoming valley, the stream twisted and turned about the mountains. It was crossed and recrossed, time and time again.

Site of Old Indian Village.

At the junction of the Otsego creek with the Susquehanna the party saw the site where once stood a great village of the Tuscarora. The farmers in this vicinity still dig up arrowheads and rough earthenware in plowing their fields.

A short distance out of Bainbridge one of the oldest grave yards in this part of the country was found. It is a grove of trees, and contains graves of some of the old fugitives from the Wyoming massacre, buried there as long ago as 1755.

At the half-way hill between Afton and Nineveh the pathfinding party halted for a moment to enjoy the famous view from that hilltop. It is at the junction of two great valleys. On one side the Susquehanna is spread out and on the other the Chenango valley.

Entering the Chenango valley.

The tourists in August will pick up at Port Crane the bed of the old Chenango canal, which formerly ran between Utica and Binghamton, but which has now been filled up for many years. The fine road now in the canal are also once the towpath of the canal.

Fine Views About Binghamton.

The country about Binghamton offers many fine views to tourists, and Binghamton is a great automobile town. The attractive route laid out, which is that indicated by the Touring Club of America, is sure to find favor in the eyes of the Munsey tourists.

It is not without its historic features, also. It was the camping ground of the detachment of the American army sent out under General Sullivan to punish the Indians for the Wyoming valley massacre.

At Unadilla, some thirty-five miles from this town, through which the tourists will pass, is the site of the encampment of the Indians and their Tory allies after they had butchered the settlers in the Wyoming and Cherry valleys. Running south from this city the trail will take the pathfinders into middle and southern Pennsylvania.

The eighth running day of the Munsey historic tour will be from Saratoga to Binghamton, a distance of 125 miles over roads that range from good to bad.

There are a few rough spots and some stiff grades that will serve to bring out all the good qualities of the competing cars.

Hearty Welcome Promised.

The noon stop in Cooperstown will be at the Otsego Hotel. Headquarters in Binghamton will be at the Bennett Hotel, while the cars will be parked on the square just below the hotel. As the Binghamton Automobile Club has its headquarters in the Bennett the tourists are assured of having a hearty welcome.

The fact that the State road near Bainbridge is being rebuilt has necessitated a few changes in the route. The new route will take tourists across the Susquehanna river for a number of miles, bringing them back to the main route at Bainbridge. Some detours from the main route are also necessary before Binghamton is reached. These various changes are set forth in great detail in the route card's the pathfinders are compiling.

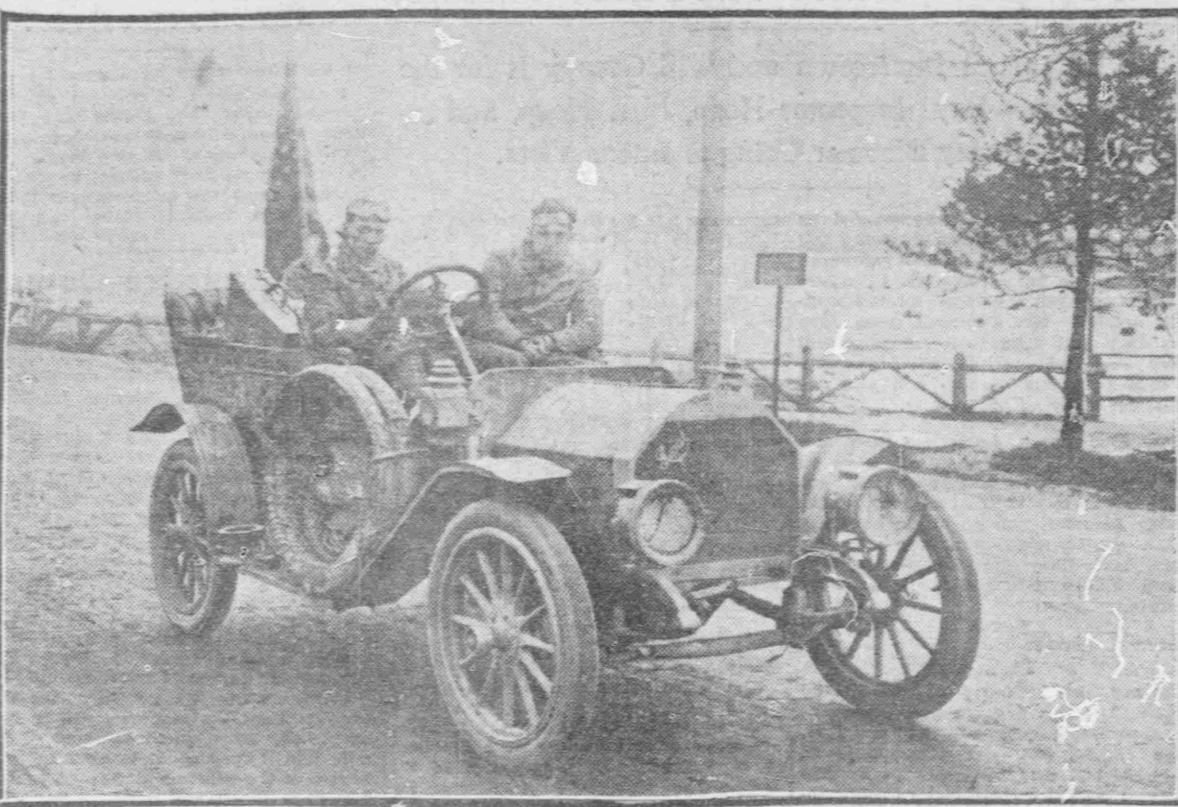
With a mileage of 14,000 miles to their credit the Morgan & Wright "Nobby Trend" tires, with which the E-M-F pathfinder is equipped, continue to hold up, notwithstanding the varied road conditions encountered so far. The Jones speedometer and Jones electric horn are also performing their functions in a highly satisfactory manner.

CANADA'S BIRTHDAY QUIETLY OBSERVED

OTTAWA, July 2.—Athletic meets and excursions to historic points were the features of Dominion Day, Canada's natal day, throughout the country yesterday.

The political leaders stumping their constituencies for the coming elections took advantage of the large crowds to mix a little politics with patriotism.

CAR WITH GREAT ENDURANCE RECORD



THE REGAL "PLUGGER,"
Latest Entrant in the Munsey Historic Tour, Which Has Covered Thousands of Miles and Which Crossed the Continent in Thirty Days.

MUNSEY RUN A TEST OF ROAD ENDURANCE

Historic Tour Intended to
Clarify Minds of Intend-
ing Purchasers.

Automobiles must go through the same process of development as the horse.

Breeding of horses for racing, coach, and draft purposes has drawn upon the best minds and heaviest purses in the country for half a century. The result has been marvelous. More energy no doubt has been expended in breeding horses for endurance than for speed, though less has been said about it.

It is the endurance test that gives the public the best impression of automobiles. Most prospective purchasers want to know how long a journey they can take in an automobile, with the least possibility of repairs or attention to a mechanic. Knowledge of these details gives a clear impression, and the prospective auto owner is better prepared to decide whether he will become a patron of modern locomotion.

Purpose of Munsey Tour.

The reliability contest of the Munsey Historic Tour, starting from Philadelphia August 15 and continuing about two weeks, will be for the purpose of giving manufacturers and agents the opportunity to further clarify the mind of the public as to the durability of their machines.

The E-M-F pathfinder has about completed its mission and will soon arrive in Washington.

The historic feature of the tour promises to be even more attractive than was first contemplated. The historic points and scenes of the tour, followed in chronological order, will practically include an early history of our country.

The American Automobile Association contest rules for 1910, under Grade 2 of which the Munsey Historic Tour will run, contain provisions which are pleasing to manufacturers.

The contest board has given most thorough attention to the revised conditions, and a study of the new regulations indicates the exactness which has been attained in providing for any possible contingency that might arise.

The Fixed Penalty Schedule.

The most important amendment to the reliability contest rules for 1910 over those of last year will be found in the adoption of the fixed penalty schedule, which is applied at the final examination of the cars at the completion of a contest. In this schedule each of the essential parts of a car are given a definite number of points penalty for defective condition, greater or less, according to their relative importance in the whole make-up of the car and the condition in which such part is found at the finish of the contest.

The adoption of this schedule at once does away with the somewhat uncertain and indefinite penalty of points of the 1909 rules, for time consumed and money value of material used in placing a car in a safe and satisfactory operating condition, and places each and every contestant upon the same footing, with the same penalties applying to all for each defective and damaged part which the contest may develop; in other words, it reduces the penalization scheme to as nearly as possible an exact and known proposition instead of an uncertain and varying one.

The avoidance of work on a car after final examination and the calculation of time consumed and fractional value of material used, enables a rapid determination of the relative merits of each of the cars and insures a speedy settlement of the contest after the close of the last day's run. The elimination of fractional penalizations also facilitates the announcement of the score of the cars at the end of each day's run during a contest.

Regal "Plugger" Latest Entry.

Among the latest to add its name to the list of entries of cars in the Munsey Tour is the Regal Motor Car Company of Detroit. Exceptional interest is attached to the entry owing to the fact that the car which will make the run in its behalf is the well-known endurance car, the Regal "Plugger."

It will be recalled that beginning with July 3, 1908, this car made a run from New York to San Francisco in the remarkably short time of thirty days. The run on that occasion was made under the management of George D. Wilcox, at present sales manager of the Regal Company. The car then was dubbed the "Regal Plugger," and the name has stuck to it ever since. It was the first of the 1910 models turned out by the factory.

Not content with having made this remarkable demonstration, the Regal

Company this year sent this same car on what was termed the "round the circle tour," covering a distance of some 5,000 miles. The start on this latest trip was made from Detroit on April 11. Its departure was exceedingly auspicious, and among those who wished the young autoists good speed and a happy journey was Mayor Freitmeier, of the City of the Straits. The car was in charge of Roy W. Dean and Lee Cuson.

Route of the Plugger.

Starting east from Detroit, the route led the "Plugger" to New York by way of Boston. Turning west, the "Plugger" then went to Philadelphia, Pittsburgh, Wheeling, Columbus, Indianapolis, Louisville, Kansas City, and thence south to Oklahoma City, on this last leg following the same route covered by the Glidden tourists. Leaving Oklahoma City, the car then started northward, going as far as Omaha, Angling east, the route leads to Minneapolis, Milwaukee, Chicago, and home.

The reception that has been accorded the Regal "Plugger" all along the route has been by no means a small part of this wholly interesting trip. Automobile enthusiasts in the large places usually gathered together to welcome the car. This invariably resulted in a parade on its arrival in town through the principal streets. Banquets and speechmaking occasions, too, have been numerous.

The result is that the car has really created a national reputation and its entrance in the Munsey Tour makes the event one of unusual interest. The car at this time is of extraordinary appearance, owing to the fact that wherever it has gone, those who cared to, have been permitted to leave their mark thereon. As a result, the car is beset from radiator to tail light with the proverbial Saratoga trunk that has seen days abroad.

The Other Entrants.

Other entrants, to date, in the tour are Premier, Columbia, Seiden, Maxwell, two Washingtons, Reading, Ford, Elmore, Warren-Detroit, Corbin, Spencer, 1911, two Brush runabouts, and a Pierce-Racine.

PREMIER CAR FIRST IN GLIDDEN TOUR

Chalmers, Maxwell, Premier,
Glide, and Cino Finish
Next in Order.

CHICAGO, July 2.—A six cylinder Premier touring car, driven by Ray F. McNamara, is the winner of the seventh annual reliability contest of the American Automobile Association for the Glidden trophy, after completing with the best score the most trying endurance event.

With a clean lead over its competitors this big car proved itself the victor in an event which not only included a most rigorous road test of nearly 2,000 miles, but it passed, with flying colors, a severe technical examination.

A Chalmers-Detroit, driven by Polge, is placed second; a Maxwell, driven by Walls, third; another Premier, handled by Ballinger, fourth; a Glide, fifth, and a Cino sixth. These were the only Glidden tour contestants of the fourteen starters to finish.

The tour technically finished on Thursday, but the Chalmers Company entered a protest against the Premier as being out of order, inasmuch as it was not made in accordance with the rules of the association. It seemed that the technical examination did not change the standing of the machines as they completed the road test.

The score of the cars is as follows: Premier, McNamara, 35; Chalmers, Polge, 116; Maxwell, Walls, 36; Premier, Ballinger, 86; Glide, Castle, 2,37; Cino, Donnelly, 2,414.

SUBMARINE PICKED FOR ENDURANCE RUN

Boat Salmon Will Sail This
Week From Quincy
on 2,500-Mile Voyage.

BOSTON, Mass., July 2.—A submarine trip which is likely to be watched with special interest by naval officers and constructors, not only in this country but throughout the civilized world, will be the "reverse" voyage of the Salmon from Quincy this week. The under-water fighting machine will travel 2,500 miles before returning to Quincy, and all the way will be "self-supporting," that is, she will travel under her own power all the way.

The Salmon will put out from Quincy Wednesday and will proceed to Bermuda, a run of between 700 and 800 miles. At an economical speed this first leg of the voyage should be made inside of three days. As the supply of fuel oil is small in Bermuda, the tug Unadilla will follow the Salmon with a sufficient supply so that the submarine may replenish at Bermuda.

POPE'S HEALTH GOOD; BAD NEWS REFUTED

Suspension of Private Audiences
Due to Series of Religious
Exercises.

ROME, July 2.—Notwithstanding reports to the contrary, the health of the Pope is excellent. Recently he suspended private audiences to participate in a series of religious exercises which he himself established by decree. His excellency remarked today that the weather recently had been delightfully cool and that he felt the best of spirits and health. The religious services are attended by the Pope, and about thirty ecclesiastics at the Vatican. Hereafter they are to take place every three months. They consist chiefly of sermons by the Jesuit Father Turchi, two services in the morning and two in the evening.

EGAN COMMENTS IRISH PILGRIMAGE

Maurice Francis Egan, the Washingtonian now serving as minister at Copenhagen, has given his hearty endorsement to the movement of the Irish-Home-Giving Association. A letter from Dr. Egan on the subject has been received by Francis J. Kilkenny, president of the association. Among other things Dr. Egan stated: "It seems to me that a pilgrimage like the one you contemplate will have the effect of making intelligent persons to take care not to examine without passion or prejudice and to draw the ties closer between the two countries."

POLICEMEN TO HOLD ANNUAL ELECTION

The annual election of the Policemen's Association will be held next Tuesday in the Police Court building, Sixth and D streets. The polls will be open from 9 a. m. to 5 p. m.

The candidates for office are: President, C. E. Smith, No. 18, and J. H. Murphy, No. 39, vice president; J. S. Sontag, No. 8, and A. V. Brown, No. 7, recording secretary; J. E. Thompson, No. 2, and Sylvester Murphy, No. 6, treasurer; Henry Gilbert, White Horse squad, and E. P. Keeler, No. 16; financial secretary, W. C. Farquhar, No. 6, and A. W. Hill, No. 3, trustee (to serve three years); L. J. Quill, No. 8, and J. T. Wittstatt, No. 30.

WATCHING TO GET SISTER FROM SHIP

Wabby Joseph, Believing
Woman Forcibly Detain-
ed, Enlists Aid.

PORTLAND, Me., July 2.—Wabby Joseph, a traveling salesman, brother of Sarah Joseph, the Syrian girl who, a few weeks ago, was said to have been forcibly detained on "Eljah" Sanford's yacht Kingdom, but was later freed by the court and permitted to join the yacht, today placed the case of his sister in the hands of Lawyer James A. Connellan.

The brother first heard of his sister's plight while on a business trip to Philadelphia. He learned that the Kingdom would put in at Portland some time today, and immediately started for this city. Fishermen all along the coast have been instructed to keep a sharp lookout for the yacht. When she arrives the sheriff will board her immediately and serve the papers.

CLERK FIELD TALKS TO LAW LIBRARIANS

Official of Department of Justice
Is Featured at Michigan
Convention.

MACKINAC ISLAND, Mich., July 2.—Chief Clerk Field, of the Department of Justice, in Washington, is one of the principal speakers at the annual convention of the American Association of Law Librarians now in session in this city.

Mr. Field is to make an address Tuesday on the aid that might reasonably be expected from the library staff by the users of law libraries, which is expected to be the most important feature of the meeting.

Mr. Field was one of the speakers at the opening meeting of the convention held yesterday. He recommended that libraries obtain copies of Latin-American laws direct from the countries of South and Central America.

WOLVERINES PLEASED WITH ANNUAL PICNIC

Members of the Michigan Society in Washington are voting today that their annual picnic and excursion at Marshall Hall yesterday was one of the liveliest even if one of the warmest in the history of the organization. When John M. Wolcott rested the responsibility for the success of the affair, but he acquitted himself with honor and humility and all went well. There were sandwiches, lemonade and all the other concomitant thirst quenchers and edibles. Helping Mr. Wolcott were Horace V. Fisher, Daniel A. Edwards, Jason Waterman, and many others, including men, women and children.

STAB OF PIPE STEM IS CAUSE OF DEATH

SUPERIOR, Wis., July 2.—Isaac Hill is about to be tried charged with having caused the death of John Anderson, whom he stabbed in a saloon brawl.

When the altercation began Hill produced no weapon other than a pipe he was smoking and jabbed his adversary with that. The latter was taken to the hospital and died from the infection caused by the wound. It is claimed that the pipe stem used was one fitted with a steel end and that it was calculated for use in such emergencies.

TRACTION EMPLOYEES GET ANNUAL BONUS

Much of the \$15,000 Dis-
tributed Goes to Residents
of Georgetown.

WASHINGTON TIMES BUREAU,
GEORGETOWN, D. C., JULY 2.

The car men in the employ of the Capital Traction Company are happy today, owing to the distribution of the annual bonus among those whose record stands first class. In all it is estimated that something like \$15,000 was distributed, a large part of which went to Georgetown residents. To every man entitled to a bonus a typewritten letter was sent in an official envelope, in which a check was enclosed.

The men who have been on the road ten years or more, and who have a good reputation for faithfulness, were each given \$100. Those who served five years or more, under the same conditions, received \$50 each, while the men in the third class, for three or more years, each received \$25.

The distribution includes only men who work on the cars—motormen and conductors—and does not include the help around the barns and shops.

The custom was inaugurated last year, and the men were much elated then to receive this substantial recognition of their services. In the letter transmitting the check, the president of the road, George E. Hamilton, states the grounds on which the award is made, and urges the recipients to maintain the high standard of efficiency which they have heretofore borne.

Announcement is made of the annual Fairfax camp meeting, which will be held this year at Dunn Loring, Va., on the line of the Washington, Falls Church and Arlington electric railroad, and the Bluemont division of the Southern Railway. The camp meeting will open July 15, and be in charge of the Rev. J. F. Freitmeier, presiding elder of Washington district, and the Rev. F. A. Strother, preacher in charge of the Fairfax circuit of the M. E. Church, South. The camp meeting will continue for ten days, and a local committee which has charge of accommodating delegates and visitors announce that ample conditions will be provided for the public, including tents and provisions on the grounds, and board at near-by residences, if desired.

Among the ministers who will assist are the Rev. J. H. Dulany, the Rev. C. D. Bulla, the Rev. J. H. Smith, the Rev. J. R. Andrew, the Rev. J. H. Canter, the Rev. George O. Oliver, the Rev. A. C. Beale, the Rev. S. A. Smith, and Evangelist H. G. Gordon.

The 11 o'clock mass this morning at St. Ann's Church, Tenleytown, was crowded, despite the warm weather. Solemn high mass was sung by three of the Smith brothers, all regularly ordained priests, while the sermon was delivered by still another brother, who is a priest. The mass was celebrated in thanksgiving of the ordination only a week ago of the Rev. John Carter Smyth, a member of the Paulist order, who was the celebrant this morning. The musical portion of the service was exceptionally good.

Arrangements are progressing for the lawn fete for the benefit of the Georgetown Lutheran Church, which will open Monday, July 11, and continue the entire week. The general committee in charge consists of John S. Berryman, chairman; Mr. and Mrs. James Hall, Mr. and Mrs. Richardson, Mrs. Henry G. Wagner, Mrs. Blessing, Mrs. Henry F. Kunkle, Miss C. Wise, and Mrs. J. S. Berryman.

Miss Evelyn Apple, of 237 M street, is a patient at Georgetown University hospital to undergo a second surgical operation for kidney trouble and internal abscesses.

NIGHT LETTER

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED
CABLE SERVICE TO ALL THE WORLD
BELV. DEERE BROOKS, GENERAL MANAGER

25,000 OFFICES IN AMERICA
OWRY, PRESIDENT

TO
G. L. Holmes, United Manufacturers,
New York City.

Following NIGHT LETTER subject to
book hereof, which are hereby agreed to

On the last leg of the Munsey Pathfinding Trip, it seems only proper
to make some acknowledgment of the magnificent work done by the Jones Speed-
ometer. The entire route was laid out according to it and it never failed us once.
We checked up frequently with the Touring Club of America readings, as well
as with information furnished en route and always found the Jones Speedometer on
the job.
Its work on this trip is a revelation.
HARRY WARD,
In charge of the
Munsey Pathfinder Car.

Cooperstown, N.Y., July 1st, 1910.